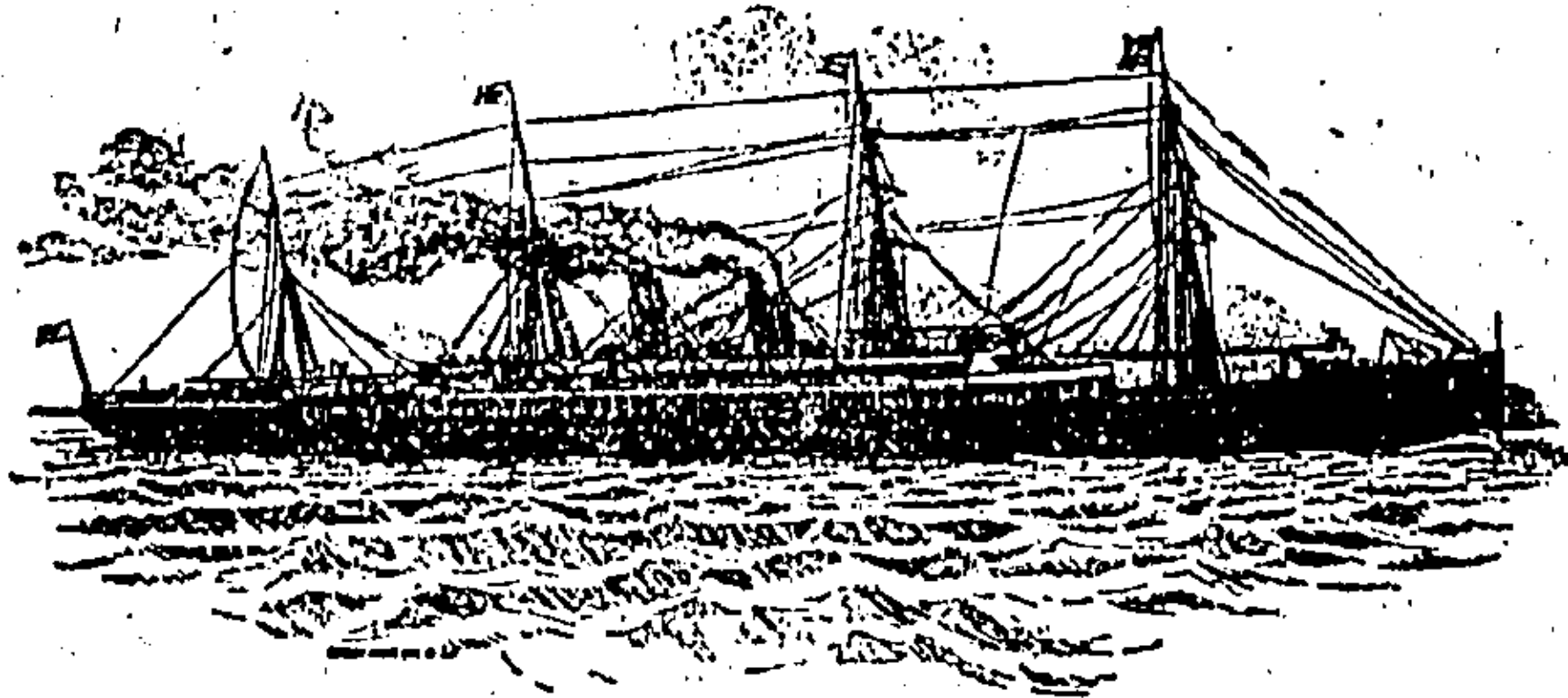


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	4,205 Gross Tons.....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 ".....	SATURDAY, 6th February, at Noon.
"SIBERIA".....	11,284 ".....	TUESDAY, 13th February, at Noon.
"COPTIC".....	4,352 ".....	TUESDAY, 23rd February, at Noon.
"AMERICA MARU".....	6,307 ".....	WEDNESDAY, 2nd March, at Noon.
"KOREA".....	11,276 ".....	THURSDAY, 10th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 13th January, 1904
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG.....	HAVRE and HAMBURG.	30th Dec.
Jaburg.....	(Calling at SINGAPORE and PENANG.)	Freight.
SAVOIA.....	ROTTERDAM and HAMBURG.	10th January, 1904.
Dein.....	(Calling at SINGAPORE.)	Freight and Passengers.
AMBRIA.....	HAVRE and HAMBURG.	15th January, 1904.
Duckstein.....	(Calling at SINGAPORE and COLOMBO.)	Freight.
WURZBURG.....	HAVRE, BREMEN and HAMBURG.	28th January, 1904.
v. Binzer.....	(Calling at SINGAPORE and PENANG.)	Freight and Passengers.
ALESIA.....	HAVRE and HAMBURG.	6th February, 1904.
Schönfeldt.....	(Calling at SINGAPORE and COLOMBO.)	Freight.
NUBIA.....	NEW YORK	5th January, 1904.
von Hoff.....	VIA SUZ.	1904.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 4, Queen's Buildings,

Hongkong, 28th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,138 ".....	C. F. Harrison, R.N.R.
"FATSHAN".....	2,260 ".....	C. F. Harrison, R.N.R.
"HANKOW".....	3,073 ".....	C. V. Harrison, R.N.R.
"KINSHAN".....	2,860 ".....	J. J. Harrison, R.N.R.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SALAM".....	588 tons.....	Captain H. Branch.
"NANNING".....	564 ".....	C. Hutchart.
"TAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP.....	Do.	First half of February.	Do.	First half of February
TJIMAH.....	KOBE and YOKOHAMA.	First half of January	SINGAPORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 28th December, 1903.

[1163c]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

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THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

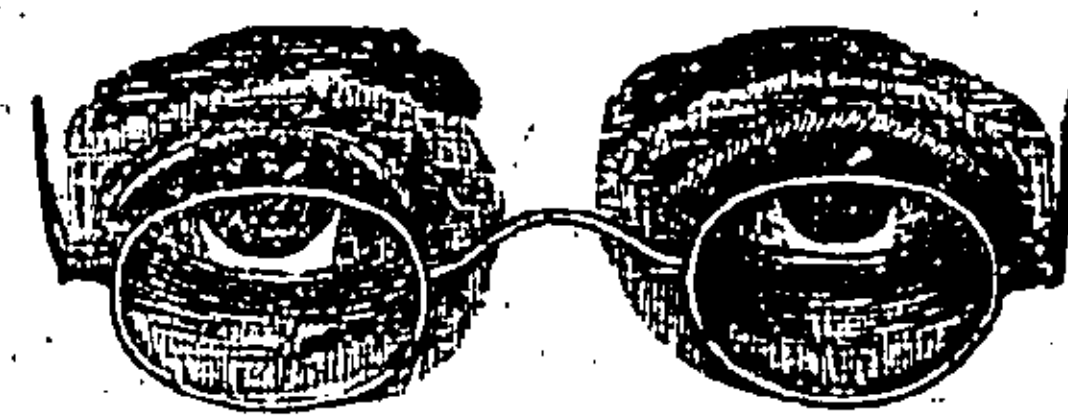
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.
Price Reductions for Larger Orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [1259c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.86 ex Factory.

General Managers,
SHEWAN, TOMES & CO.,
Hongkong, 15th August, 1903. [19]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

16, DES VOEUX ROAD CENTRAL,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HANI
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.

Hongkong, 15th December, 1903. [138]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

20, QUEEN'S ROAD,
Watson's Building.

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THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120c]

801

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager

Hongkong, 2nd April, 1903.

901

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SURVEYING TIBET.

THE STORY OF A SECRET SERVICE.

The only Englishman who ever got to Lhasa was Thomas Manning, of Caius College, Cambridge, the friend and correspondent of Charles Lamb, and subsequently the Chinese interpreter to Lord Amherst's Embassy to Peking. He went there, however, not to please the British Government, but to please himself; and he was so disgusted with the official treatment meted out to him on his return that he refused to tell any one anything about his journey. Since then the door has been closed to Englishmen, and to all persons known to be in British employ; but the India Office nevertheless knows all about Lhasa. It not only possesses the loose and vague information that naturally flows across a frontier. It possesses exact information and accurate maps—much better maps than any that the Lamas have. Colonel Y. Ungluis, beyond question, is taking excellent maps with him on his present journey. How, the curious will wonder, has this been managed? It has been managed by the Secret Service branch of the Indian Survey Department, which is one of the most romantically interesting secret services in the world.

It is, of course, of the essence of a Service that it should be secret. There are men who have spent twenty years in India without becoming aware of the existence of this service. But secrecy is a matter of degree. Absolute secrecy was impossible, and does not seem to have been aimed at. The secret agents have talked. Within limits they have even been allowed to talk. The Indian Government has itself revealed some of the secrets while ostensibly imparting geographical information in Blue-books. One can piece things together, and tell the story of the Service.

The Service was organised, far back in the sixties, by Colonel Montgomerie, who had himself done admirable work as a surveyor of the Himalayas, having triangulated 91,000 square miles, measured the height of K2, and taken observations from peaks of over 23,000 feet. How to survey "the back of beyond" was his problem; and his plan was to train native explorers who would be able to travel where white men would certainly be suspected and would probably be murdered. He recruited his agents, and taught them what it was good for them to know, but was careful not to teach them too much. They were taught, for example, to make a route survey by taking bearings with a compass and pacing the distances, and to take meridian altitudes with a sextant to determine altitudes. But they were not taught to reduce their observations, nor supplied with astronomical tables for fear lest they should "fake" fictitious work. When trained they were sent forth secretly, in suitable disguises, abandoning their names, and one may almost say their individualities, being known thenceforward only by mysterious initials, or numbers, or symbolic designations. We hear of them as "Pundit A," "K.P.," "Number Nine," "the Mirza," "the Mullah," the "Havildar," and the like.

A GLIMPSE OF THE GRAND LAMA. At first the Government did not lay its hands on the right men, and there were difficulties. The first explorer, one Muhammad-i-hamid, who went to Yankand by the Karakoram, died at Leh, on his return home, under very suspicious circumstances. The second, a Pathan, happened to be implicated in a blood feud in the country to which he was despatched. He diverged to attend to it, with fatal results; and his papers were collected and sent back with compliments by the Akhund of Swat. Pundit B started for Lhasa, but lost nerve, and went off in another direction. The first real "find" was Pundit A.

Pundit A, when his identity was allowed to be disclosed, turned out to be a certain Nain Sing, a Bhutia subject of the British Government, born at Milan, in Kumaun. He had travelled with the Schlagintweits in 1856 and 1857, and entering the Educational Department, had become the headmaster of a Government vernacular school from 1858 to 1863. In the latter year he was trained as an explorer, and he served in the Department of the Great Trigonometrical Survey for the next thirteen years. Pundits A and B started for Lhasa together, ostensibly acting as "vakils" to some Bishniris British subjects, who had been robbed while trading in Chinese territory, and sought redress from the Lhasa Government. When Pundit B turned back Pundit A went on. He got to Lhasa on January 10, 1866, and stayed there till April 24. He paid his respects to the Dalai Lama, "a fair and handsome boy about thirteen years old, seated on a throne six feet high," and understood to be in his thirteenth and last incarnation. It is from him that we know most of what we do know about Lhasa—that the city has a circumference of two and a half miles, and that the circumference of the Lama's residence is a mile and a half, and that owing to the prevalence of celibacy there are only 6,000 women in the place to 9,000 men and that woollen cloths and felt are manufactured there, and that the crops raised in the surrounding plain consist of barley, wheat, peas, mustard, radishes, carrots, onions, potatoes, beans, and other garden produce.

A still more adventurous journey was performed by this same Pundit in 1874. His instructions then were to set out from Leh, cross the vast lacustrine plateau of Tibet to Lhasa, and thence make his way down into Assam. Fear of detection prevented him from remaining more than two days in Lhasa on this occasion; but he made remarkable geographical discoveries, traversing 1,200 miles of country previously unknown, taking 276 astronomical observations for latitude and 497 for elevation on his way, tracing the unknown portions of the course of the Brahmaputra, demonstrating the existence of the vast snowy range of the Northern Himalayas, and ascertaining the existence of an unsuspected system of lakes and rivers. Pundit A, in short, if he had not

been a Secret Service agent, would rank with the Sven Hedin; and it is gratifying to know that, on his retirement, his services were well rewarded. The Indian Government granted him a village in addition to his pension, and a gold medal has been bestowed on him by the Council of the Royal Geographical Society.

THE ADVENTURES OF "THE ALMIGHTY ONE." Another Secret Service agent, who has managed to emerge from his obscurity is Kintoop, whom the Service knows as K. P. His name means "The Almighty One," and his portrait, which has been published, shows him to be as black as your hat, though it is said that he is not really much more swarthy than an Italian. He is thick-set, with a hairless face, with the tireless activity of a mountaineer, and a voice like that of a skipper bellowing his orders in the equinoctial gales. Captain Harman, R. E., discovered him, and set him his task. He was to ascertain whether the Tsang-po of Central Tibet was or was not continuous with the Brahmaputra. This meant that he had to enter a tract of country of which nothing was known except that the inhabitants were savage and regarded all strangers as their enemies. "The Almighty One" set off unarmed, carrying his life in his hands, almost perishing from cold and hunger. Presently he was captured and sold as a slave. He ran away, and continued exploring and taking observations while the pursuers were after him, following the Lower Tsang-po till his progress was absolutely barred, almost within sight of the Assam plains. Here he tried to communicate with friends lower down the river, according to arrangement with Captain Harman, by throwing into the water five hundred specially marked logs—in vain, because Captain Harman had died of frostbite caught among the snows of Kanchenjunga, and no one was looking out for the signal. However, Kintoop got back somehow, having followed the river nearly a hundred miles further than any previous explorer, and announced himself quite ready for any fresh expedition that might be proposed to him.

He went again to Tibet, and encountered adventures not less exciting than before. One of the difficulties was to find the way, for herdsmen bolted when he asked the direction of the passes, saying that they were forbidden by the law to give any information on the subject. Even Kintoop's representation that he wanted to worship a certain mountain failed to make any impression on them. He guessed the way, therefore, and followed it, crossing a pass some 17,000 feet high. Descending on the other side, he drew near a small village, and hid among the rocks to avoid attracting the attention of the villagers. He attracted, however, the attention of some dogs. The beasts barked, and their masters came and routed Kintoop out. They stripped him of nearly all his clothes and locked him up, announcing their intention of conveying him to headquarters to be dealt with, those being their orders with regard to all who entered their country from Sikim. But Kintoop, being a man of resource, escaped during the night, and made haste back to Sikim by the same road by which he had come.

"KIM" AND HIS ORIGINALS. Such are the men who accumulate the information about the "back of beyond" which is stored in the pigeon-holes of the India Office. Fulfilling the double rôle of spies and surveyors, they live lives of constant peril and adventures, for small reward, with little hope of fame. Most of them are still ciphers at the end of their career as at the beginning of it. The dagger or the poisoned cup would doubtless soon cut their career short if it were otherwise. But here and there, and now and then, an agent has emerged from his anonymity to talk, and to be talked about, and from their stories the story of all that it is good for the community in general to know about this Secret Service can be made out. Mr. Kipling has treated the facts romantically in "Kim," but as will have appeared in the foregoing sober narrative, they are sufficiently romantic in themselves, and stand in little need of any such imaginative embellishment.

WRETCHED WRECKS.

MADE STRONG AND WELL BY DR. WILLIAMS' PINK PILLS. Lung Diseases, Bronchitis, Consumption and Coughs often resist all ordinary treatment, and wreck wretched sufferers' health by their exhausting inroads. Dr. Williams' Pink Pills have a wonderful effect in such cases, where ordinary medicine fails, because they build up the health and weight, and expel disease from the system. Ordinary medicine tinkers with the disease, but meantime the patient grows weaker and weaker until he dies.

Here is a typical case. A reader who knows of anyone who is pale and sickly should act the "Good Samaritan," and call attention to it: "Mrs. Huntley, Pontywal, Monmouth, said: 'I had fairly good health up to four years ago, when I broke down completely. One doctor told me I was suffering from acute bronchitis, and another that I was in consumption. I felt myself wasting away day by day, and I became a complete wreck. I became so weak and debilitated that if I only went upstairs I had to gasp for breath. I expected every day would be my last. I attribute my recovery solely to Dr. Williams' Pink Pills. I happened to read of a case in which a woman suffering with a similar complaint to mine had been cured. I immediately gave the pills a trial, and felt better after the second bottle. After this I decided to drop all ordinary medi-

cine, and stick to the pills. The result is that I now feel as well as ever I did in my life.'"

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Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

PORT

Per doz. Per bot.

B.—OLD VINTAGE, super-

ior quality, Red Capsule \$16.00 \$1.40

C.—FINE OLD VINTAGE

superior quality, Black

Seal Capsule 20.00 1.70

D.—VERY FINE OLD VIN-

TAGE, extra superior, (old

bottled), Violet Capsule 27.00 2.25

NOTE.—Port, after removal, should be

rested for a month before use.

Wine required for IMMEDIATE use

should be ordered to be decanted before

being sent out.

These Wines are specially suited for

Invalids and general use, and are too well

known to need further comment.

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WINE AND SPIRIT MERCHANTS.

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CABLE ADDRESS: "ACHEE," HONGKONG.
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FURNITURE
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FURNITURE.ELECTRO-PLATED,
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CHINA WARES.
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HOUSEHOLD REQUISITES.PHOTOGRAPHIC
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DEVELOPING and PRINTING
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GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

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TELEPHONE, 236.

Hongkong, 20th March, 1903. [355d]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
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is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 28, 1903.

AT THE PORTAL.

Within the memory of many, the Empire
of Japan has, by adapting all that which is
most practical and perfected in our civiliza-
tion of the West, so developed her trade
that to-day she has become a competitor on
most of the markets of the world, and strength-
ened and organized her naval and military
power to a degree that ranks her as a fighting
force with several of the European
nations. This amazingly rapid change and
extraordinary development in a race, which,
but a few decades past, clung to its tradi-
tions of exclusiveness with a jealousy that
amounted to fanaticism, has, thanks to the
consummate skill of Japanese statesmen,
been effected without any loss to the
splendid national spirit of the people.

Individuality of character in the Japanese is
the same as it was two thousand years ago.
The cream has been gathered from our pro-
gress. The merchants of Japan have adopted
our business methods to secure a share in the
trade of the world; her shipowners
possess vessels built in European yards, or
copied from plans used by our ablest con-
structors; her Navy and Army are modelled
and armed on the latest principles, resulting
from the progress of the West. But the soul
of her people is the same; her religious tradi-
tions and moral teachings have not changed;
the hereditary respect for the noble, the
superior and the teacher remains, and the
duty of the subject to the Emperor—the
desire to defend and preserve national in-
dependence and prestige is as strong as
ever. Therein lies the strength of
this Nation, which stands on the thresh-
old, anxious and expectant, but not afraid,
ready to go through the portal leading to a
struggle on the success of which its
very existence will probably depend.

Japanese exchanges to hand state that the
following conditions constituted Russia's re-
ply to the Empire of Nihon. 1.—The
Korean Empire shall be divided in two at
Ping-Yang river. The southern half will be
placed under Japanese influence and the
northern half under Russian influence. 2.—
Russia shall be allowed to lease three
important places in China besides Port
Arthur and Dalny. 3.—The Wiju-Lukao
Railway to be financed jointly by Japan and
Russia. 4.—Russia shall be entitled to sta-
tion railway guards up to 40,000 men along
the Manchurian railway. Space does not al-
low us to consider these propositions article
by article, but a casual glance at the
leading paragraph will suffice to make
evident the absolute inadmissibility
of Russian aspirations. The occupation of
the north-eastern littoral of Korea, from the
Ping-Yang river to the Yalu by the Muscovite
forces would turn the bay of Korea into a
Russian sea, since Port Arthur, situated
as it is at its entrance, would serve as a
base from which the Czar's fleet could easily
close all access. This would also mean that
Yong-am-pho and Wiju, would be in
Russian territory, and it would depend on this.
Power to consent to their becoming open
ports. Indeed, if this proposal is exact it
would look like a reply in the negative
to the recent demands of the United States
with regard to the latter port. Certain it is
that Russia's answer has proved unacceptable
to the Government of Japan, who has asked
for a reconsideration of the same, a
stipulated delay being given for a reply.
This is tantamount to an ultimatum. Will
Russia maintain her terms or gracefully
retire? The next few days, perhaps hours,
will most certainly produce definite answers
to these questions. That the first of these
eventualities would mean war, there can be
no doubt and, from all appearances, Japan
is fully prepared for this last resort, and is
even completing the last details prior to
offensive operations. Several liners have
been chartered for the transport of troops
and Mr. Nishimura Kametaro, Chief of the
Traffic Department, Kiushu Railway Co., has
been appointed a member of the troops' transport
committee, which means that
preparations for instant mobilisation are
being made. A Tokio despatch to the
Asahi states that there is considerable
activity amongst the Naval authorities.
The Naval Stations are reported to be
very busy. The law regarding the Impe-

rial Navy was amended recently and given
full authority to leave home waters with-
out applying for permission of the Naval
Ministers when they think it necessary.
Russia by her tergiversations and the con-
tinued declarations of her statesmen, to the
effect that a peaceful issue was assured, has
cunningly sought to throw the blame of the
almost inevitable rupture on Japan, hoping
thus to enlist outside feeling on her side, or
at least to avoid it taking an openly hostile
character. It is also probable that in St.
Petersburg there is some anxiety as to the
attitude of the United States, since the in-
tervention of that Power with intent to
maintain her demands, already formulated
with regard to Manchuria, would undoubtedly
be considerably embarrassing to Russian
aspirations. However, come what may, the
clock ticks on, and each hour, each minute
as it dies brings us nearer to the expected
answer. To those who have any intimate
knowledge of the brave little nation, born
but yesterday into our civilization; to those
who have studied the history and the soul
of its people, there comes a vision
of an old-time warrior of Nihon,
clad in full armour the embroidered
jin-baori (war-coat), the kamishimo (shirt of
mail), the imposing kaburi (helmet)—stand-
ing under a torii looking out along a long
white road. He chants a war-song and
watches as if waiting the coming of a foe.
It might be Kiyomasa, the national hero of
Japan, who stands like his compatriots of
to-day, ready and prepared, looking through
the portal.

LOCAL AND GENERAL.

The Kawasaki Dockyard Co. have declared
dividend of 12 per cent per annum.

The British steamer *Firth of Forth*, 1,168
tons, has been sold to Mr. Harada of Osaka for
£10,000.

The Seoul-Fusan railway is getting on; 33
miles on the Seoul side and 23 on the Fusan
side are to be opened for traffic very shortly.

The steamer *Scotty* has arrived at Buenos
Ayres from her Antarctic expedition. She suc-
ceeded in reaching a position 70° 35' south of
the Equator.

One by one the members of the Hongkong
junta are drifting back to their native land
and taking the oath of allegiance to the United
States government.

The cruisers *Isukushima*, *Hashidate*, and
Matsushima have taken on board this year's
graduates of the Yotajima Naval College, 185
in number, and are to cruise in home waters
for the time being and leave for foreign ports
in April next.

A TELEGRAM was received at Manila on 19th
inst. stating that the steamship *St. Ildes*, recently
out from New York City, had struck the
Suez Canal gate and was leaking badly. The
vessel had aboard merchandise consigned to the
insular government to the value of \$34,000, and
212 kegs of centavos of the Philippine cur-
rency, valued at \$21,500. The message stated
that the vessel was fully insured.

The British Electric Traction Company and
the Brush Electric Company have notified the
Shanghai Municipal Council that owing to the
stringency of the money market in London
there is no chance of the tramways being com-
menced within the time stipulated, April next.
The *China Gazette* says this is generally
accepted as an indication that they wish to
"cry off" and that tramways upon which the
ratepayers set such hopes will not come this
time.

CONSIDERABLE annoyance was caused to a
number of ladies and gentlemen returning
from Macao on the s.s. *Wing Chai* last evening,
by the ill-mannered behaviour of several
"officers" employed in one of our leading com-
mercial institutions. There is some mitigation
for vulgarity in overgrown hooligans in a
state of mental and physical transition, but
when such behaviour emanates from persons
considering themselves qualified to rank among
the elite of society, there is no excuse for such
an exhibition. It was gratifying to notice
several of their companions resented the un-
seemly conduct of their colleagues, who evi-
dently were under the impression that they had
chartered the boat.

THE Sydney Daily Telegraph, of 9th inst.,
remarks that the growth of the trade between
Australia and the East illustrated by the big
cargo stored away in the holds of the *Kasuga
Maru*. It includes 300 bales wool, 150 cases
butter, 10 tons lead, 100 fertilizer, 400 tons flour,
200 tons wheat, 20 tons oleine, 50 tons hemp,
150 tons coke. She also takes a shipment of
piles and timber for Kobe, Japan, besides large
lines of bones, hoots, fungus, and general cargo.
The strongroom contains 12 boxes of specie,
£8,110. In connection with the line, the man-
aging agents, Messrs. Burns, Philp, and Co.,
announce that the new steamer *Nikko Maru*
will make her first trip early next year.
Passengers are already booking freely by this
steamer and also the liners preceding her.
The *Kasuga Maru* arrived in Hongkong this
morning.

A NATIVE journal at Shanghai is informed
that the British expedition to Tibet was due
to the report that China intended to surrender
that region to Russia in exchange for Man-
churia.

THE *Singapore Free Press* hears that the
Sultan of Johore will shortly cause a law to be
promulgated in Johore which is to have the
effect of prohibiting nongas or Straits-born
Chinese women from frequenting the gam-
bling farms in Johore.

His Highness the Sultan of Johore accompanied
by Inchi Mustapha bin Jaffar, the State Auditor,
and Inchi Ismail bin Bachok, the Commis-
sioner of Police, proceeds to Europe by the
French mail leaving Singapore on 4th January
next. H. H. will be absent for about two
years.

THE Straits Times reports that the Singapore
Volunteer F.C., formed three years ago,
are to be disbanded at an early date. For
some time it has been evident that the Corps
was on its last legs; unfortunately the efforts
of the officers and a few members to bring about
more enthusiasm have been of no avail.

At a Municipal meeting at Fangoon, con-
vened to consider the revised tenders received
for electric lighting and traction there, a re-
solution was a motion to recommend the local
Government to grant a license to the Brush
Electrical Company, whose tender the Muni-
cipal Engineer considered the most favourable
out of the four tenders received.

MR. R. M. Little, the Resident of Province
Alcock in British North Borneo, reports that
the regular running of the Norddeutscher
Lloyd steamers is a great boon to all traders
and the European public there. He is of
opinion that any British line which may enter
into competition with this German Company
must be prepared to keep to its time tables.

A DROWNING fatality occurred in the harbour
on the afternoon of Boxing Day, when a junk,
heavily laden with stone, suddenly foundered
off the Naval Yard Extension Works. A diver
immediately went to the rescue and found four
men in the hold and three in the cabin. He
succeeded in liberating the occupants of the
hold; but the three others were drowned.

GOVERNOR W. H. Taft, Mrs. Taft, Miss Helen
Taft, and Master C. Taft arrived from the
Philippines yesterday morning, and as the
Gaile entered the harbour a salute of 17 guns
was fired from the flagship *Albatross*. Later in
the morning they embarked on the P. M. S. S.
Co's *Korea* en route for Washington where
Mr. Taft will assume office as Minister for War
in succession to Mr. Elihu Root.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 27th December, 1903. (Excluding
Christmas Day and Boxing Day):—

	Library	Museum
Non-Chinese	154	34
Chinese	42	1,641
Total	196	1,675

THE private manufacture of arms and ammu-
nition has been prohibited by law in China ever
since the entrance into power of the present
Manchu dynasty, as a measure, of course, of
self-protection. A Hankow dispatch to the
N. C. D. News reports the discovery recently
by emissaries of the Wuchang Viceroy
Government of a small establishment at
Hankow where rifles, etc., were being made,
with the result that thirteen persons, who
happened to be present working in the place
at the time of a raid on the premises by a body
of Wuchang soldiers, were arrested and taken
over to that city for trial.

TWO of the "Star" ferry boats, the *Guiding
Star* and the *Morning Star*, which run between
Hongkong and Kowloon, have been sold to
Messrs. Shewan, Tomes & Co. on behalf of the
China-American Development Company. The
Guiding Star has already left for Canton,
where she is to be used for the conveyance of
railway passengers, etc., between Shekwan
and Canton City. The *Morning Star* is to
follow in about six months' time. As these
two boats must be replaced, there is a prospect
of a job for the Hongkong and Whampoa Dock
Co., who in point of fact have already received
an order for one new vessel, writes the Hong-
kong correspondent of the *N. C. D. News*.

CHRISTMAS AMONG THE
SAILORS.

ON Christmas day a large number of sailors
enjoyed the hospitality of the friends connected
with the Seamen's Church and Mission. After
service in St. Peter's Church, four launches
conveyed the men to Stonecutters Island
where various forms of athletic exercises were
indulged in. The programme of sport was of
a very varied description and afforded a good
deal of fun both to onlookers and participants.
In the evening the Sailors Institute, Kowloon,
was "crowded out," something like 300 men
being present. Tea was provided and rapidly
disposed of. Subsequently an entertainment
was given in the Concert Room consisting of
songs, choruses, &c. which were sung in the
hearty manner for which the British sailor
is proverbial. Mrs. Benson kindly presented
the prizes, 30 in number, to those who had been
so fortunate as to secure them at the sports in
the afternoon. The object of greatest interest,
however, was the Christmas "big Star" which
was ultimately found to contain a Christmas
gift for every man present—the result of the
labours of many kind lady friends during the
past three months. A true Christmas feeling
thus reached its climax and when the men left
for their ship they felt that although absent from
home and friends yet they were neither home-
less nor friendless.—Contributed.

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made in the tropics—SAN MIGUEL.

THE CHARITY BAZAAR

AT MACAO.

The Charity Bazaar held in the public gardens
at Macao on the 26th and 27th inst., the pro-
ceeds of which will be devoted to the funds of
the different philanthropic institutions under
the direction of the Canonian Sisters, was an
undoubted success. It was stated yesterday
evening that over \$10,000 had been realised,
which sum will more than cover the existing
deficit and afford some assistance towards
replenishing the coffers of the Society. There
were numerous visitors from Hongkong, and
those who made the trip were well repaid by
the cool bright weather and a sea like oil, thanks
to which the excursion was a most enjoyable
one. The San Francisco Gardens, on the
Praia Grande, presented a charming spectacle
with its gaily decorated booths and festoons of
Japanese lanterns framed in the surrounding
foliage. The attendance was a big one so
that, at times, circulation was difficult, and the
lady vendors and canvasses were kept busy
indeed, the calls on their attention being con-
tinual. A decided success was the German
Xmas Tree booth, under the direction of Mrs.
Morehouse, assisted by Misses Angela d'Eça,
Bertha Caldas and Father Otero, all these
ladies being charmingly costumed in the old-
time Hanoverian, Alsatian and Bavarian styles.
An almost life-size figure of Father Christmas
in the interior of the booth proved of evident
attraction to Chinese buyers, who probably
saw in the personage of the benevolent *Santa
Claus* a beneficent *geni* of the white man whom
it would be wise to propitiate. The refresh-
ment bar was held by the Misses Jorge, Noro-
nha, Annita Lobo and Maria, and these ladies
had a busy time attending to the wants of a
hungry and thirsty public.

The other lady stall-holders were:—Mes-
dames João d'Assumpção, Secundino Noronha,
Arthur Basto, G. Gutierrez, Canavarro, Pedro
Nolasco, Magalhães and Caillon, and Misses
Noronha, Edivina Azevedo, Remedios, Cana-
varro, Colloco, Lopes, Marques and Bernardino.

Great amusement was created by the different
lotteries, several Hongkong bachelors drawing
prizes which would have been more useful to
the mother of an infant in arms. His Lordship
the Bishop and the Members of the Council
visited the stalls several times and were big pur-
chasers at the different stalls. Hearty con-
gratulations are due to Mr. A. J. Basto, Junior,
the Honorary Secretary, for the excellent organisa-
tion and his untiring zeal in the good cause,
and thanks are also due to him for the invaluable
courtesy shown visitors to the Bazaar from this
Colony.

THE HONGKONG DERBY.

I understand there were twenty-four nomi-
nations for the Hongkong Derby, of 1904,
which closed on Saturday last. Among the
number were the following:—Jardine, 2;
W. E. Gray, 3; Mody, 4; Hart Buck, 1;
Kadoorie, 2; Lewis, 2; Graig (Shanghai), 3;
Hough, 1; Master, 1; Lieut. Simpson, 1;
Rutter, 1; and Moller (Shanghai), 1.

I believe that this is one of the largest
entries for the local Derby, and the racing
should prove exceptionally interesting.

EARLY BIRD.

MORE ROUGH WEATHER.

IN THE CHINA SEA.

The strong monsoon over the China Sea
appears to continue unabated, and local ship-
ping is again subjected to delay; several boats
have made lengthy passages up from Singapore.
The British steamer *Denledi* was out nearly
nine days in a strong gale, and encountered
mountainous seas. The s.s. *Tillemachus*, which
came into port late last evening from Saigon,
experienced a very rough time in the
China Sea as will be gathered from the
fact that she was nine days out from
Saigon. Captain Williamson reports that
he left the French port at 11 a.m. on the 18th
inst., and passed Cape St. James at 6 p.m. the
same day. A light breeze was blowing and
the weather was fine, with only a slight swell
on the water. At eight o'clock the next
morning the sky had become darkened and
rain was falling in torrents, while a strong
north-east monsoon and high seas were ex-
perienced. As the day wore on the gale in-
creased, and night brought hard squalls with
high, confused seas and constant rain during
which the ship laboured and strained. The
following day saw no change, the steamer
heavily shipping large quantities of water
fore and aft. At noon on the 21st Capt.
Williamson was obliged to seek shelter, and
altered the course of the ship for Kamranh
Bay, where she was riding at anchor at 6.40
p.m. the same day. Wild weather continued
the next day, but at night the wind moderated
and the sky began to clear, and by six o'clock
the following morning fine weather prevailed,
the anchor being weighed and the ship pro-
ceeding towards Hongkong which was reached
at 11.40 p.m. yesterday.

Another vessel which experienced the full
force of the monsoon was the *Hansang*,
which arrived yesterday morning from Java.
After leaving Cebu she met with the storm,
which continued until near Hongkong. On
Christmas Day it was at its height, and
several large waves swept the ship staying in the
starboard life boat, ripping up the winch-pipe
covers and doing other damage. Her appear-
ance in the harbour yesterday morning testified
to the heavy weather she had met as her
funnel was crusted with brine.

The French steamer *Charles Tiberghien*,
from European ports, via New York, Singa-
pore and Manila, appears to have experienced
a stormy passage across the China Sea.
She left the Philippines on the 20th
inst., and did not reach Hongkong until
early Christmas morning. Her decks were
constantly swept by heavy seas, and the cargo
below shifted and was considerably damaged.
When the gale appeared to be at its height one
of the crew was washed overboard and owing
to it being dark at the time he was not missed
until several hours later.

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TIENTSIN.

(From Our Own Correspondent.)

Tientsin, December 24th.

Politically a great deal is going on behind
the scenes in Peking which does not come to
common ears, but issues in a protectorate over
such places as Tibet for instance. The British
Minister is one day said to have signed an
agreement with China to take over the whole
responsibility of Tibet and declare it a British
protectorate; and the next we are told the Wai
Wu Pu is trying to shuffle the cards again and
see who will offer the best terms, England or
Russia. It is generally believed, however, that
in this matter England has come out top for
once. As if to nullify any concession in this
direction, however, the Wai Wu Pu is said to
have directed the Board of Commerce to refuse
certain railway concessions in the Yangtze
Valley to the British.

The Board of Commerce is turning out very
much the white elephant I said it would be at
the outset. The officials are nearly all discon-
tented and have little or nothing to do, but to
answer provincial correspondence. Another
serious impeachment has been made against
the Board by one of the censors, who writes
that there has been much talk for a long time of
commercial reformation and advancement, but
the merchants have, up till now, been left to do
the best they can for themselves and the trade
of the country. The foreign Powers have,
however, been taxing the country to such
an extent that some organized protection has
become necessary and for this purpose the
Board has been arranged. The idea was to
gather together men of sound business
experience, that they might protect the mer-
chants and encourage industries. But, as a
matter of fact, these officials are not fit for the
position. They are neither graduates of any
commercial school nor men of practical com-
mercial experience. Officials of various pro-
fessions and ranks have been appointed to the
Board and it is useless to expect that they are
going to set to rights the long mismanaged
trade of China. The establishment of the
Board is only an addition to the six Boards
already existing, and by means of which the
ignorant relatives of the Imperial family may
obtain high positions and get good pay, for
nominal work. But commerce is just now of
such importance to China that all the high
officials ought to use their best energies to
further its interests, and the Censors hereby
petition the Throne to examine very strictly the
men engaged in this work and placed in posi-
tions of responsibility, to see if they are fitted
for their duties.

The Board talks about taking over the whole
control of the salt industry of the country, and
of opening official industrial departments for
the manufacture of all sorts of foreign com-
modities. But it has not yet managed to start
the much talked of commercial paper yet.

The Tientsin Volunteers on Saturday, held
a farewell parade before Mr. Wynne, the
Colonel of the Corps, who has been instru-
mental in reviving the Corps and in instituting
a mounted infantry division. He leaves here
in January, and the new Managing Director of
the Chinese Engineering and Mining Co.,
is Major Nathan, brother of the New Governor
of Hongkong, who is expected here to-morrow
via Chingwantao. It is generally hoped here
that Major Nathan will carry on the good work
of Col. Wynne with the Volunteers.

Next Saturday the British Municipal Councils
are giving a smoking concert for the purpose
of presenting the Corps with silver miniatures
of the medal and clasp which they earned in
1900.

The Throne has wired to the Tartar General
to come to Peking at once, but the next day
received a reply that he had died the day
before. This was on the 12th inst. Some
anxiety is felt as to whether he has really died
or whether this is merely a Russian subterfuge.

The Waiwupu wired to the Chinese Resi-
dent in Tibet on the 11th that he was to
co-operate in every way with the British who
would protect the people and keep peace in the
country. The may be accepted as the Chinese
recognition of the British protectorate in Tibet.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Ascar*) to-morrow.
French (*Polynésie*) 31st inst.
American (*Hongkong Maru*) 31st inst.
English (*Bengal*) 2nd prox.
Canadian (*Athenian*) 5th prox.
German (*Klauschtow*) 5th prox.
Indian (*Laisang*) 10th prox.
American (*China*) 10th prox.

The P. & O. S. N. Co's s.s. *Palermo* left
Singapore for this port on 24th inst., at 10 a.m.

The M. M. Co's s.s. *Polynesian* with the next
French Mail left Saigon yesterday, at 7 a.m.,
for this port.

The C. P. R. Co's s.s. *Empress of Japan*
left Yokohama p.m. on 25th inst., for Victoria
and Vancouver.

The Imperial German Mail s.s. *Hamburg*,
which left here on 25th inst., arrived at Genoa
on Thursday, at 10 a.m.

The H. A. L. s.s. *Alesia* from Hamburg
left Singapore for this port on 25th inst., p.m.,
and may be expected here on 1st prox.

The I. C. S. N. Co's s.s. *Lafang* left
Calcutta for this port via the Straits on 24th
inst., and may be expected here on 10th prox.

The Imperial German Mail s.s. *Nagasaki* u
left Kobe via Nagasaki and Shanghai on 27th
inst., p.m., and may be expected here on 5th
prox.

The P. & O. S. N. Co's s.s. *Bengal* left
Singapore for this port on 27th inst., at noon,
with the outward English Mail, and is due
here on 2nd prox., at about 8 a.m.

The Imperial German Mail s.s. *Sachsen*
carrying the German Mails, with dates from
Berlin of the 8th inst., left Colombo on Sunday
p.m., and may be expected here on 8th prox.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Route's.)

Railway Accident in the United States.

LONDON, 25th December.
The East-bound express on the Baltimore-Ohio Railway while running at a high speed was derailed at Connelleville, Pennsylvania, and the cars telescoped. Over fifty passengers were killed.

The Situation in the Far East.

The Premier and War Minister of Japan yesterday visited Marquis Ito and Count Yamagata; the meeting is believed to be in connection with important developments.

26th December.

The Russian reply is still undelivered, but is expected at any moment and awaited with the keenest anxiety in Europe. Russian diplomatic circles in St. Petersburg profess optimism and expect a pacific solution.

The Russian newspapers are displaying great irritation against the English Press whose attitude seems to excite even greater animosity than is displayed against the Japanese.

The Panama Republic.

Great Britain has recognised the Panama Republic.

(Der Ostasiatische Lloyd.)

Far Eastern Situation Serious.

Berlin, 14th December.

The situation in the Far East is now considered to be serious by the British Government. The German Government still thinks that a conflict between Russia and Japan can be avoided. The contents of the Russian answer to Japan, however, are not yet exactly known. But there is time enough for new negotiations, until the election of a new Diet in Japan will become imminent. In the meantime the Governments of Germany, Great Britain and France are all trying their best to ensure that peace will be maintained.

The Kaiser's Health.

The splendid condition of H. M. the Kaiser has now been confirmed by King Christian of Denmark and Grand Duke Vladimir, who have visited the Kaiser in Potsdam. The latter has gone with the Kaiser to Hanover to participate in the military festivals to be held there.

British-German Legion Honoured.

On the occasion of the secular festival of the British-German Legion in Hanover H. M. the Kaiser conferred a medal upon all present members of the late old Hanoverian troops, which are now garrisoning in Hanover, Waandbeck and Bitsh.

The Kaiser's Voice.

Berlin, 21st December.

The loud, clear voice of H. M. the Kaiser was noticed by all present when he delivered his speeches in Hanover.

Russia and Japan.

THE MANCHURIAN QUESTION.

The report of the *Standard*, according to which Japan has rendered an ultimatum to Russia, is said, according to Japanese statements, to be incorrect. It now becomes known, that Russia has absolutely refused to make any concession with regard to Manchuria, but that she is willing to negotiate with Japan about Korea. The Governments in Berlin and Paris are still maintaining the hope that the Tokyo conferences will be brought to a peaceful end.

Royal Engagement.

The Grand Duke of Mecklenburg-Schwerin has become engaged to Princess Alexandra of Cumberland. The relations of Prussia to the Guelphs are thereby in no way altered.

(N. C. D. News.)

A Christmas Audience with the Mikado.

Tokyo, 21st December.

The late Grand Vizier of Persia, Ali Assefer Khan, accompanied by Sir Claude MacDonald, British Minister, is to be received in audience by H. I. M. the Mikado, on Christmas day forenoon, and will subsequently attend the royal tiffin at noon.

The Seoul-Fusan Railway.

An Imperial Ordinance is forthcoming placing the Seoul-Fusan Railway under direct Government supervision for speedy completion.

Marine Casualties in Japan.

Tokyo, 22nd December.

The Nippon Yusen Kaisha steamers *Mutsu Maru*, 915 tons gross, and *Shinkawa Maru*, 1,344 tons gross, are reported badly ashore near Muroran and Onayetaki respectively. The passengers and crews have been saved. It is feared that the *Shinkawa Maru* will be a total loss.

The Crisis.

Kobe, 22nd December.

The following steamers have been chartered (by the Government):—

Tachibana Maru, O.S.K., 3,320 tons gross,
Asio Maru, M.B.K., 1,705 tons,
Wakana Maru, N.Y.K., 2,527 tons,
Sakura Maru, N.Y.K., 2,979 tons,
Kokura Maru, N.Y.K., 2,556 tons,
Ariake Maru, M.B.K., 2,988 tons,
Mandarin formerly the *Penbrookshire*, and three others.

In his conference with Baron Rosen on Monday, Baron Komura demanded that Russia should reconsider her recent unsatisfactory reply, but it is considered here that Russia is now unable to make further concessions.

The situation is most grave. A *casse belli* will possibly be found in Korea, although Japan's chief contentions largely concern Manchuria.

Japan's naval and military forces are ready to act on the shortest notice.

Kobe, 23rd December.

The political outlook is growing darker. The naval authorities have recalled the students in the Naval Accounts School, who had left for the winter vacation, and they have been ordered to rejoin their corps immediately. The Russian reply denies that Manchuria is in the scope of the negotiations with Japan, and challenges Japan's view of the situation in Korea.

Core i. now the crux of the difficulty. Reports of mobilisation are current at Tokio, but are premature, no order having yet been given.

The Nippon Yusen Kaisha steamers previously reported have not yet been chartered.

(Shanghai Mercury.)

A Russian Loan in Germany Contradicted.

Berlin, 23rd December.

On the Berlin exchange nothing is known about the Russian Government trying to raise a loan in Germany.

(Japanese Exchanges.)

Russia's Reported Reply to Japan.

INGENIOUS RUSSIAN TACTICS.

London, 14th December.

Regarding the Russian reply to the Japanese demands, great efforts are being made, apparently by Russian inspiration, to show that Japan is satisfied with Russia's answer.

According to information from St. Petersburg, the Russian Imperial Council will hold a meeting on the 20th. The Czar will preside at the conference. It is said that the draft of a reply to the Japanese demand is already made up.—*Fiji Shimo*

[In a version of this telegram which we published yesterday, it is possible that an error was made in stating that the Russian reply to Japan would be considered at the Czar's Council on December 20th. It will be noted that the above message states that the draft of an answer is ready, and this would not be inconsistent with the report that a communication had been received from Russia by the Tokio Ministry of Foreign Affairs on the 11th inst.—*Ed., Kobe Herald*]

Similarity of British and Japanese Interests.

London, 14th December.

The *Morning Post* has again published an article in which it emphasizes the similarity of British and Japanese interests in the Far East.

Russia and Manchuria.

STRONG ARTICLE IN THE "NOVOYE VREMIA."

London, 15th December.

The *Novoye Vremia* publishes an article by Siromyat Nikoff, a well known Russian writer. The article declares that Russia cannot restore either the whole or a portion of Manchuria to China. The Manchu Dynasty, the writer says, is now recognised as a thing of the past.

England and Japan.

London, 15th December.

The *Morning Post* in another leading article on the situation in the Far East declares that it is Great Britain's clear duty to support Japan.

The Crisis.

THE ATTITUDE OF THE U. S.

London, 16th December.

It is reported from St. Petersburg that Government circles there are eagerly discussing the probable attitude of the United States with regard to Manchuria.

Berlin, 16th December.

The French and English press now agree with the German papers that the dissolution of the Japanese Parliament will prevent hitches which might disturb the pending negotiation.—*Deutsche Japan-Post*.

The German Emperor's Speech.

THE IMPORTANCE OF KLAUSCHOU.

Berlin, 16th December.

Kaiser Wilhelm yesterday received the President of the German Reichstag, Count Ballestrem, and the two Vice-Presidents, Count Ballestrem stated afterwards that the Emperor has recovered his usual vivacity and that his voice is as plain and clear as ever. The Kaiser mentioned that it is a necessity for Germany to participate in a world-policy. He dwelt on the importance of Klauschou and pointed out that in these countries railways would aid their development, being of vital importance.—*Deutsche Japan-Post*.

South African Labour.

CHINESE GOVERNMENT PERMITS EMIGRATION.

London, 14th December.

The Chinese authorities have withdrawn their objection to the engagement of labourers for the South African mines.

London, 16th December.

South African opinion is unanimous that industrial stagnation is inevitable in the Transvaal unless the labour supply can be augmented.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 26th December.

XMAS.

Christmas passed off pleasantly. The weather was delightful. The ships in the harbour were all decorated and gave the harbour a real holiday appearance.

FIRE.

A fire broke out last night near the Little North Gate and destroyed about a dozen houses. There was very little wind blowing and the fire did not spread very rapidly. Had the fire occurred a few days earlier when there were high winds a large part of the city must have been burned.

RAILWAY.

The Canton-Fatshan branch of the railway continues to do a good passenger business. Upwards of a thousand passengers are carried every day. Men are being sent out along the route of the main line to Hankow and work

will be begun within a month on this line. The exact route has not yet been decided upon but it is only a matter of a few days before all will be ready for work.

INSURANCE.

New lines of business are springing up in and around Canton. A few years ago no one thought that Life Insurance among the Chinese could be undertaken with any success. Now several companies are doing a good business and the Chinese are taking very favourably to insurance, while little difficulty is being found in adjusting claims. But difficult as life insurance seemed the difficulties connected with it are slight compared with those that confront the Fire Insurance business. It seems difficult in Hongkong to keep the Chinese from burning down their buildings in order to secure insurance. In Canton and the towns about there appears no way of finding out how a fire has originated. Yet agents are at work in the city and surrounding country taking risks on the Chinese buildings. It may be safe and the Chinese are likely to take to it, but the honest man is sure to pay for many dishonest claims.

AFFAIRS IN THE NORTH.

Following are items clipped from Northern exchanges to hand this morning:—

It was reported at Tient-in that the "three-fold lever,"—France, Germany, and Russia—was to be brought into operation again to coerce Japan; but Japan is in a very different position now from that she occupied eight years ago.

A Shanghai vernacular organ is informed that the Russian garrison at Haicheng comprises 1,500 men, but the barracks recently erected there by the Russians could accommodate twice that number.

The *Sin Wan Pao* learns from a Kinchow despatch that recently a body of Koreans, over a thousand in number, crossed the Yalu River into Lingkiang District (Chinese territory) where they had been committing all kinds of depredations, as robbery, rapine and arson; to the great discomfort and annoyance of the people of the district. Consequently, Tartar General Tengchi has despatched a punitive expedition against these lawless bands.

The *Saiyen* is reported to have reached Mokpo and landed some mail to restore order. In connection with this the *Dampo Shimbu* publishes a stange item of intelligence, namely, that the Korean officials opened fire on the Saiyen's marines as well as on the refractory Korean coolies, the sequel of which act of war was that the Japanese police arrested some Korean police. A very remarkable incident, but too mixed to be intelligible and very probably turned upside down. The Korean Government has sent Mr. Yun Chi-ho to Mokpo in some official capacity connected with the disturbance.—*Japan Mail*.

The *N. C. D. News* understands that the reason so many Japanese curio-dealers have been selling off their stocks is that those of them who are reservists have been ordered to prepare for an immediate return to their regiment.

In view of the fact that the Peiyang troops are not wholly armed with modern weapons, especially the members of the Peking Field Force, the Throne has now decided to have an arsenal erected in Peking.

Japanese journalists have met in Tokio and adopted a resolution declaring that the Address to the Throne voted by the House of Representatives truly expressed the sentiment of the nation, and that the Cabinet, by dissolving the Lower Chamber and withholding the Address from the Sovereign, has been guilty of a grossly unconstitutional act.

The attempt to float a new Russian loan in Paris for the equivalent of 7 millions sterling to cover the deficit on the working of the country's railways, calls attention in a forcible manner to the depressed state of trade in Russia. For 1900 the deficit was 20,000,000 roubles, for 1901 it was 32,920,000 roubles and for 1902 it was 45,000 roubles, and for the current year the balance on the wrong side promises to be even greater than this last-mentioned figure.

The *Novoye Vremia* publishes a dispatch from Vladivostok saying that Admiral Alexieff has postponed till January his visit to St. Petersburg.

The *P. and T. Times* says it is reported that the Waiwupu, being anxious for the safety of the Tartar General at Fengtien (Moukden), ordered him to come to Peking at once, and the reply came back that he had died the previous day.

The *Gazette* is informed that since the visit of the French Minister to the Waiwupu on the 11th ultimo, when he proposed to act as mediator between China and Russia, he has repeatedly called on the said Board, but the members, knowing the object of his constant visits, would discuss with him on all matters but not that of the Manchurian question.

On the 21st ult., the official launching took place at Port Arthur of the torpedo boat *Satnei*, the last of the series of twelve built there. The first six have been already completely equipped and have commenced their work. Their speed has exceeded that stipulated for and has reached 30 knots.

The *Echo de Chine* says that it is wired from London that Russia's reply to Japan will necessitate supplementary negotiations, as it does not settle the important questions; but the pessimist news that comes from Japan is universally accounted exaggerated.

It is reported that the Tartar General Tseng Chi recently wired to Peking that the Russian authority had demanded \$50,000,000 compensation for what she had spent on Manchuria and the lease of the Yalu Valley for twenty-five years. It is also gathered that the Tartar General has been denounced to the Throne by censor Chiang Shih-hsing for being unable to prevent the Russians from reoccupying Fengtien.

Some Tokio papers publish a telegram from Seoul stating that Yi Kuen-taik, a noted Russian official, in his capacity of the War Minister, has recently concluded an agreement

with the Russian Representative, M. Pavloff, to the effect that in the event of war between Japan and Russia, Korea shall employ the service of Russian officers. Even the rates of pay are reported, namely, ¥400 for staff officers, and ¥250 for officers of junior rank.

The *Universal Gazette* is informed that Prince Ching has been recently advised by Hu Weitah, the Chinese representative at St. Petersburg that whatever might be the outcome of the negotiations between Russia and Japan which were reported at present to be progressing favourably towards a pacific settlement, nevertheless China should be fully prepared for the worst and for any emergency. Yang Chu, the Chinese Minister at Tokio, has telegraphed to Peking giving the same counsel.

COMMERCIAL.

Advices from Shanghai, dated 21st inst., report business done:—North China at Tls. 250. Shanghai and Hongkong Wharfs at Tls. 215 for December. Indo-Chinas at Tls. 55 for December. Farnham, Boyds at Tls. 126/126/125 for December and Tls. 127/127/127 for March. Shanghai Lands at Tls. 105. Maatschapijs at Tls. 316/315 cash, Tls. 330 for March. Pulp at Tls. 112. Hall and Holz at \$33. Following were quotations on 24th inst.:—Indo-Chinas at Tls. 54 for March. Farnham, Boyds at Tls. 126/126/126 for December. Maatschappijs at Tls. 320 for March. Pulp at Tls. 120.

TO-DAY'S EXCHANGE.

IN LONDON, Telegraphic Transfer ... 8 9/16
Bank Bills, on demand ... 1/8
Credits, 4 months' sight ... 1/9
D/m's 4 months' sight ... 1/9
ON BERLIN, (demand) ... M. 1/75
ON PARIS, Bank Bills, on demand ... 2/6
Credits, 4 months' sight ... 2/9
ON NEW YORK, Bank Bills, on demand ... 41/2
Credits, 30 days' sight ... 42/2
ON BOMBAY, Telegraphic Transfer ... 127/2
On demand ... 127/2
ON SHANGHAI, Telegraphic Transfer ... 71/4
Private 10 days' sight ... nom.
ON YOKOHAMA, T.T. ... 84
Sovereigns, Bank's Buying Rate ... \$11.63
Gold Leaf 100 touch, per tael ... 60.45
Bar Silver ... 25 13/16

OPUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW ... @ 920/950
LAST YEAR ... @ 970/1,040
OLDEST ... @ 960/1,100
PATNA NEW ... @ 1,240
BENARES NEW ... @ 1,240
PERSIAN (PAPER) ... @ 810/850

To-day's Advertisements.

NEW YEAR EXCURSION TO MACAO.

THE Steamship
"WING CHAI"
will run an EXCURSION TRIP TO MACAO on NEW YEAR DAY, starting from Hongkong at 8.30 A.M., returning at 7.30 P.M.
MING ON & CO.
Hongkong, 28th December, 1903. [15602]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAIOONG,"
Captain Evans, will be despatched for the above Port, TO-MORROW, the 29th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAURIAK & CO.,
General Managers.
Hongkong, 28th December, 1903. [15522]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING,"
Captain Passmore, will be despatched for the above Ports on WEDNESDAY, the 30th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS, LAURIAK & CO.,
General Managers.
Hongkong, 28th December, 1903. [15572]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"

Captain Lockhart, will be despatched as above on or about MONDAY, the 4th January.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 28th December, 1903. [14544]

"SHIRE" LINE.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for the above Ports, on or about SATURDAY, the 2nd January.

FOR LONDON, HAVRE AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the above Ports on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship "RADNORSHIRE."
Captain C. H. Burch, on or about SATURDAY, the 30th January, 1904.
These Steamers have Superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 28th December, 1903. [15372]

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th December, 1903. [15582]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding discharge and undelivered by WEDNESDAY, the 30th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.
J. STUART THOMSON,
Acting Agent.
Hongkong, 28th December, 1903. [15582]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 2nd January will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
MCCREGOR BROS. & CO.,
Hongkong, 28th December, 1903. [15582]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"

of the NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY, the 25th December.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 31st December, at 9.30 A.M.
All Claims must reach us before the 5th January, 1904, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 25th December, 1903. [5692]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Persian Gulf, 22 B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Alleppey, 22 S.S. *Narva*.
Goods not cleared by the 2nd January, at P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 28th December, 1903. [15582]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CHARLES THERBIEN,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 5th January, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 28th December, 1903. [15582]

To-day's Advertisements.

WANTED.

A EUROPEAN NURSE, to travel with a LADY and GENTLEMAN and take charge of a CHILD seven months old.
For further particulars,
Apply to—
Mrs. JOHN

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"TYDEUS"	On 27th December.
LASGOW and LIVERPOOL	"NESTOR"	On 1st January.
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
LASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
LASGOW and LIVERPOOL	"PINGSUVEY"	On 22nd January.
LASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
LASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "PYRRHUS" has arrived and leaves for Shanghai to-morrow.

S.S. "NESTOR" left Singapore on the 26th inst., and is due here on the 1st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
PARIS, LONDON & A'WERP.	"DARDANUS"	On 5th January.
PARIS, LONDON & A'WERP.	"YANGTZE"	On 19th January.
LIVERPOOL	"NESTOR"	On 2nd February.
PARIS, LONDON & A'WERP.	"KEEMUN"	On 9th February.
PARIS, LONDON & A'WERP.	"KINTUCK"	On 16th February.
PARIS, LONDON & A'WERP.	"MOYUNE"	On 1st March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
PORTLAND, SEATTLE, TACOMA, and	"TYDEUS"	On 29th December.
all PACIFIC COAST PORTS, via	"PINGSUVEY"	On 24th January.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "CALCHAS" from Tacoma has arrived.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"KANSU"	29th December.
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND,	"CHINGTU"	30th "
COOKTOWN, CAIRNS, TOWNS-		
VILLE, BRISBANE, SYDNEY and	"KAIFONG"	30th "
MELBOURNE		
MANILA	"TAIYUAN"	4th January.

* The Attention of Passengers is directed to the Superior Accommodation offered by these

camers, which are fitted throughout with Electric Light, Unrivalled table, A daily

qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
AFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
UBI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.
ERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th December, 1903.

[208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and

United States Ports. For through rates of Freight and further information, communicate

with or apply to

ALLAN CAMERON, General Agent.

[556c]

YOYO KISEN KAISHA.

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

K. NAKASHIMA, Manager.

Hongkong, 23rd December, 1903.

[577e]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th July, 1903. [804e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 7.30 A.M.; on Excursion Sundays,

at 8.30 A.M.; from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE (Week Days) 1st Class (including

cabin and servant), \$3; Return Ticket, \$5;

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin, and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok

Street.

The Steamers run an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1072c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommoda-

tion for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322e]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above

on WEDNESDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd December, 1903. [1539e]

COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Le Compellier, will be despatched for the

above Ports on or about WEDNESDAY,

the 30th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd December, 1903. [1040c]

FOR CHEMULPO, DALNY AND PORT

ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the

above Ports, on FRIDAY, the 1st January,

at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 24th December, 1903. [1547e]

FOR YOKOHAMA, KOBE AND

TSINGTAU.

THE H.A.L. Steamship

"BADENIA,"

Captain Rorden, will be despatched for the

above Ports, on SATURDAY, the 2nd January,

at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 24th December, 1903. [1548e]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above

on SATURDAY, the 9th January, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 17th December, 1903. [1512e]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG,

1903.

About

"SIKH" 12th Jan.

"SAGAMI" 26th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply

to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 21st December, 1903. [1510d]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

I S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

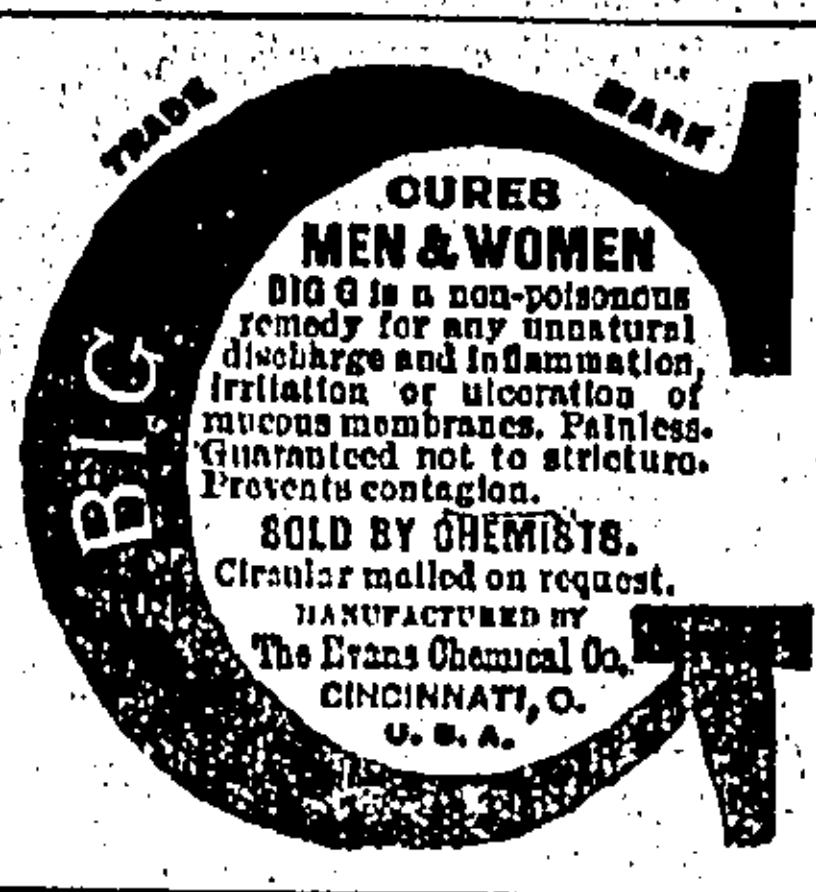
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 21st September, 1904. [455e]

Intimation.



THE WEATHER.

The following report is from Mr. F. G. Figg,
acting Director of the Hongkong Obser-vatory—
On the 28th at 11.45a. The barometer hasrisen over E. Japan, fallen quickly over N.
China.

The depression lying over NE. Japan yester-

day has moved away over the Pacific. Another
depression probably exists over Manchuria.Pressure is high over SE. Japan and Central
China.Gradients decreasing with fresh to moderate
monsoon in the Formosa Channel. Strong

monsoon over the China Sea.

Forecast:—moderate N. winds; fine.

Dec. 27 at 4 p.m.

Dec. 28 at 4 p.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. — — — — —

Nemuro 6 a.m. 30.08 — — — — —

Hakodate 30.17 — — — — —

Tokio 30.30 — — — — —

Kochi 30.27 — — — — —

Nagasaki 30.27 — — — — —

Kagoshima 30.23 — — — — —

Oshima 30.16 — — — — —

Naha 30.09 — — — — —

Ishigaki 30.09 — — — — —

Taihoku 5 a.m. 30.19 — — — — —

Tainan 30.08 — — — — —

Koshun 30.04 — — — — —

Pescadore 30.13 — — — — —

Weihaiwei 9 a.m. 30.13 33 — — — — —

Gutliff 30.36 43 83 NNW 1 by

Sharp Peak 30.26 54 83 NE 3 c

Amoy 6.30 a.m. 30.22 57 75 NNE 1 c

Swatow 9 a.m. 30.21 62 — — — — —

Canton 30.22 71 — — — — —

Hongkong 10 a.m. 30.23 64 55 E 1 b

Victoria Peak 30.22 71 — — — — —

Gap Rock 30.21 — — — — —

Haiphong 30.22 71 — — — — —

Manila 29.92 81 69 NNW 1 c

Bacolod 9 a.m. 29.88 81 — — — — —

Iloilo 29.88 84 — — — — —

C. St. James. 10 a.m. — — — — —

HONGKONG AVERAGE MARKET

PRICES.

Corrected 9th December, 200 cts. per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa lb 17

Comed—Ham Ngau Yuk 17

Roast—Shiu 17

Breast—Ngau Lam 14

Soup, Tong Yuk 13

Steak—Ngau Yuk Pa 17

Serjion—Ngau Lau 26

Sausages—Ngau Yuk Chung 16

Bullock's Brains— " Know 55

Tongue fresh—Ngau Li 45

Comed—Ham Ngau Li 55

Head—Ngau Tau 5

Heart—Ngau Sum 9

Hump—Ngau Kin 13

Kidneys—Ngau Kiu 8

Tail—Ngau Mei 16

Liver—Ngau Con 9

Tripe (undressed)—Ngau To 9

Calves' Head and Feet—Ngau chait-
tau-keok 75

Mutton Chop—Young Pai Kw 24

Leg—Young Pai Kw 24

Shoulder—Young Shau 22

Brains—Chi Know 2

Feet—Chi Kerk 12

Shipping.

Arrivals.

Charles Tiberghien, Fr. s.s., 2,790, Roy, 25th Dec.—New York via Singapore and Manila 13th Oct., Gen.—D. & Co., Ltd.
Masagong, Br. s.s., 3,580, Hall, 26th Dec.—Bombay 5th Dec., and Singapore 17th, Gen.—P. & O. S. N. Co.
Wongkoi, Ger. s.s., 1,115, Reher, 26th Dec.—Bangkok 16th Dec., Rice and Gen.—B. & S.
Bjorn, Norw. s.s., 727, Christensen, 26th Dec.—Korotsu 20th Dec., Coals.—C. & Co.
Glenloch, Br. s.s., 2,977, Stallard, 26th Dec.—London and Singapore 16th Dec., Gen.—McC. Bros. & Co.
Gelic, Br. s.s., 2,691, Finch, R.N.R., 27th Dec.—San Francisco 23rd Nov., Honolulu 2nd Dec., Yokohama 15th, Kobe 17th, Nagasaki 19th, and Manila 25th, Mails and Gen.—O. & S. S. Co.
Chingtu, Br. s.s., 1,450, Howie, 27th Dec.—Kobe 21st Dec., Gen.—D. & Co.
Hiroshima Maru, Jap. s.s., 2,035, Nagao, 27th Dec.—Mojit 22nd Dec., Match, Copper and Gen.—N. Y. K.
Hailong, Br. s.s., 783, Evans, 27th Dec.—Swatow 26th Dec., Gen.—D. L. & Co.
Salazie, Fr. s.s., 2,688, Nègre, 27th Dec.—Yokohama 18th Dec., and Shanghai 24th, Mails and Gen.—M. M.
Hikosan Maru, Jap. s.s., 2,310, Fujiki, 27th Dec.—Kutchinotzu 22nd Dec., Coal.—M. B. K.
Yuensung, Br. s.s., 1,128, Payne, 27th Dec.—Manila 24th Dec., Gen.—I. M. & Co.
Shansi, Br. s.s., 1,228, Cunningham, 27th Dec.—Chinking and Wuhu 23rd Dec., Gen.—H. & S.
Claverburn, Br. s.s., 2,358, Parker, R.N.R., 27th Dec.—New York 27th Oct., Case Oil.—S. O. Co.
Hinsang, Br. s.s., 1,536, Sawyer, 27th Dec.—Java 17th Dec., Sugar.—J. M. & Co.
Callao, Am. gunboat, 210, Lieut. Miller, U.S.N., 26th Dec.—Canton 26th Dec.
Wosang, Br. s.s., 1,177, Mullin, 27th Dec.—Canton 26th Dec., Gen.—J. M. & Co.
Kwanglee, Ch. s.s., 1,488, Lincoln, 27th Dec.—Canton 26th Dec., Gen.—C. M. S. N. Co.
Szechuen, Br. s.s., 1,603, Hall, 27th Dec.—Canton 26th Dec., Gen.—B. & S.
Kweilin, Br. s.s., 1,072, McIntosh, 27th Dec.—Canton 26th Dec., Gen.—B. & S.
Sullberg, Ger. s.s., 764, Meyer, 27th Dec.—Canton 26th Dec., Gen.—H. A. L.
Calchus, Br. s.s., 4,778, Hannah, 28th Dec.—Mojit 22nd Dec., Gen.—B. & S.
Devaewongse, Ger. s.s., 1,057, Kumpel, 28th Dec.—Bangkok 16th Dec., Rice.—B. & S.
Telamachus, Br. s.s., 1,367, Williamson, 28th Dec.—Saigon 18th Dec., Gen.—Nam Wo & Co.
Yawata Maru, Jap. s.s., 2,366, Parsons, 28th Dec.—Yokohama 19th Dec., Gen.—N. Y. K.
Kasuga Maru, Jap. s.s., 2,368, Hunter, 28th Dec.—Melbourne via Port 2nd Dec., Gen.—N. Y. K.
Tyr, Nor. s.s., 1,418, Danielsen, 28th Dec.—Hongay 25th Dec., Coal.—E. A. T. Co.
Taksang, Br. s.s., 977, Baker, 28th Dec.—Shanghai 24th Dec., and Swatow 27th, Gen.—J. M. & Co.
Pyrrhus, Br. s.s., 2,281, Chimes, 28th Dec.—Singapore 20th Dec., Gen.—B. & S.

Departures.

Haitan, for Coast Ports.
Longmoon, for Canton.
Meefoo, for Canton.
Dec. 28.
Avoca, for Rangoon.
Perla, for Manila.
Shansi, for Canton.
Kweiyang, for Shanghai.
Yushun, for Shanghai.
Anping Maru, for Amoy.

Passengers arrived.

Per Chingtu, from Kobe—Mrs. Valeriana Calvaria.
Per Hailong, from Swatow—Mrs. O'Sullivan, Mr. H. Aubert, Mrs. R. William, and 130 Chinese.
Per Yuensung, from Manila—Messrs. McC. Clure, F. Nelson, A. Ball, Mr. and Mrs. Stephens and child, Messrs. L. L. Perrine, J. L. Anderson, P. Wall, Sah Kieng, A. Brogan, Yan Ching Ling, and 55 Chinese.
Per Gelic, from San Francisco, &c.—Gov. and Mrs. W. H. Taff, Miss H. Taff, Master C. Taff, Messrs. M. A. Sands, D. A. McGilvray, W. H. Workman, Mr. Mrs. A. C. Grosley, Miss M. Harvey, Mrs. J. S. Chabon, Mrs. E. E. Custer, Mrs. A. D. Welsh, Mr. and Mrs. C. N. Dietz, Mr. C. Dietz, Mr. and Mrs. M. H. Walker, Mr. J. B. Tangman, Mr. and Mrs. E. C. Row, Mr. and Mrs. E. Sterling, Mr. O. Ruebhausen, Madam Azoulay, Messrs. L. H. Hart, Thos. Lewis, H. H. Robinson, Gen. and Mrs. H. T. Allen and daughter, Maj. Carrington, Mrs. C. C. Willard and infant, Mrs. Strimmar, Gen. and Mrs. R. W. McWade, Miss McWade, Hon. L. R. Willey, Mr. H. A. Belden, Miss J. Maret, Messrs. M. Lopez, Chen Puhwar, Jack Sai, Mrs. and Mr. A. Waldeck, Mr. and Mrs. W. B. Faris, Mrs. M. S. Seeley, Mrs. H. C. Stebbins, Mrs. L. B. Babb, Mr. L. B. Beatty, Messrs. J. C. Thompson, L. L. Collier, H. C. Row, Misses M. Nichols, J. Robinson, L. Robinson, Messrs. Gen. H. Holcomb, S. Haywood, Misses M. Ellis and amah, D. Ellis, Mrs. F. P. Fust, Mr. P. C. McDonnell, Capt. F. Coffen, Dr. Kneeder, Mr. Carson Taylor, Capt. J. R. Schulz, Mr. F. W. Carpenter, Mr. and Mrs. G. Lenny, Messrs. L. E. Dwyer, J. C. Wilkinson and Mrs. L. A. Seaton.
Per Tel macus, from Saigon—30 Chinese.
Per Taksang, from Shanghai, &c.—Miss Campbell, Mrs. Ullin, and 10 Chinese.

Passengers departed.

Per Kowloon for Shanghai—Mr. L. de Luca, Mr. and Mrs. Lu Chup Look and infant, 2 amahs, Messrs. F. Bonnet, Chang Jun Mrs. Ng Shee, Lieut. Rathe, Mr. and Mrs. Thomas Weir, Rev. J. R. Wilkinson, Miss F. Alderman, Mr. and Mrs. Fritz Bahson, Mr. A. Ziegenbalg, Gen. H. T. Aden, U.S.A., Messrs. H. Allen and Chang Kwai Sun, For Nagasaki—Lieut. J. M. Hobson, Mr. J. Shimada and Mr. K. Mishimura, For Yokohama—Mr. H. Sulton, For San Francisco, &c.—Messrs. A. G. Esamilla, J. Galvez, Mrs. Tong Hong, Lieut. H. T. Skinner, Mrs. A. M. Gade, Misses L. Curry, S. A. Long, Mrs. Alice P. Hudson, Miss F. Sheppard, Dr. and Mrs. Ramsden, Mrs. M. P. Hall, Misses Hawley, W. M. Hawley, Maj. Henesage, D.S.O., Mr. and Mrs. H. A. Manning, Mr. A. M. Gray, Mrs. E. S. Liuth, Dr. J. N. Bristen, Messrs. E. A. Weirhart, A. Guerrero, L. M. Guerrero, Jose Quarda, H. F. Kendaal, Mrs. James Law, Mr. H. Ellis, U.S.A., Lieut. Comdr. E. A. Anderson, Mr. F. G. Keel, Mrs. H. T. Allen, Miss Allen, Mr. M. Lopez, Miss I. Mat, Mrs. Hon Shee, Mr. Chong Lung Bow, Miss Chong Mee Hong, Master Li Kwan Chiu, Messrs. Tong Young, Leu Lem, L. B. Kidwell, F. L. McAllister, Mar Sing, Goo Boe, Low Cho, Wong Ah Pak, Mr. and Mrs. D. W. Young Lee and infant, Messrs. Ou Young Kwan Try Dun, F. W. Carpenter, Mr. Strimmar, Mr. Carson Taylor, Mrs. Chas. A. Willard and Act. Gen. L. R. Willey.

Steamers Expected.

Vessels	From	Agents	Due
Gregory Aparu	Singapore	D. S. & Co.	Dec. 29
Polynesien	Saigon	M. M.	Dec. 30
Awa Maru	Singapore	N. Y. K.	Dec. 30
Hakong Maru	Shanghai	P. M. & Co.	Dec. 31
Palermo	Singapore	P. & O. Co.	Dec. 31
Alesia	Singapore	H. A. L.	Jan. 1
Benzal	Singapore	C. P. R. Co.	Jan. 2
Athenian	Japan	P. & O. Co.	Jan. 2
Kiauchow	Japan	M. & Co.	Jan. 3
Laisang	Calcutta	J. M. & Co.	Jan. 10
Indravelli	Portland	P. & A. Co.	Jan. 19

Vessels in Port.

Anping, Ch. s.s., 1,158, Richards, 26th Dec.—Canton 25th Dec., Gen.—C. M. S. N. Co.
Benfield, Br. s.s., 1,481, Clark, 26th Dec.—Singapore 17th Dec., Gen.—G. & Co.
Bourbon, Fr. s.s., 2,100, Souche, 11th Dec.—Saigon 3rd Dec., Gen.—Wing Seng.
Clam, Br. s.s., 2,311, Evans, 23rd Dec.—Balik Papau 11th Dec., Liquid Fuel—Order.
Daijin Maru, Jap. s.s., 907, Ogata, 25th Dec.—Tamsui 22nd Dec., Gen.—O. S. K.
Elg, Norw. s.s., 708, Christophersen, 17th Dec.—Tamsui 15th Dec., Ballast.—C. & Co.
Elita Nossack, Ger. s.s., 1,161, Wendt, 25th Dec.—Mojit 17th Dec., Coals.—B. & S.
Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 22nd Dec.—Vancouver, B.C., 30th Nov., and Shanghai 19th Dec., Mails and Gen.—C. P. R. Co.
Haiching, Br. s.s., 1,230, Passmore, 20th Dec.—Swatow 19th Dec., Gen.—D. L. & Co.
Hoihao, Fr. s.s., 509, Merlees, 25th Dec.—Haiphong and Hoihow 23rd Dec., Rice.—A. R. M.
Holstein, Ger. s.s., 985, Hansen, 24th Dec.—Haiphong 21st Dec., and Hoihow 22nd, Rice and Pigs.—A. R. M.
Indramulia, Br. s.s., 3,366, Craven, 25th Dec.—Manila 20th Dec., Bamboos and Gen.—Allen Cameron.
Kaga Maru, Jap. s.s., 3,907, Obno, 20th Dec.—Shanghai 17th Dec., Gen.—N. Y. K.
Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.—Bangkok and Ang Hin 21st Nov., Rice.—B. & S.
Lodsen, Norw. s.s., 757, Meyer, 25th Dec.—Canton 24th Dec., Gen.—E. A. T. Co.
Marie Rickmers, Ger. s.s., 1,017, Bandelin, 23rd Dec.—Bangkok 13th Dec., Gen.—B. & S.
Mathilde, Ger. s.s., 678, Uldeper, 23rd Dec.—Hoihow 24th Dec., Gen.—J. & Co.
Mausang, Br. s.s., 1,644, Relle, 25th Dec.—Borneo Ports 19th Dec., Timber.—J. M. & Co.
M. Struve, Ger. s.s., 666, Brandt, 20th Dec.—Haiphong 16th Dec., and Hoihow 15th, Rice and Pigs.—A. R. M.
Namsang, Br. s.s., 2,591, Wheeler, 23rd Dec.—Calcutta 6th Dec., Penang 11th, and Singapore 15th, Gen.—J. M. & Co.
Rosetta Maru, Jap. s.s., 2,402, Smith, 26th Dec.—Manila 22nd Dec., Gen.—T. K. K.
Selun, Norw. s.s., 865, Fingelsen, 13th Dec.—Canton 12th Dec., Gen.—E. A. T. Co.
Shantung, Ger. s.s., 1,600, Engelhardt, 22nd Dec.—Singapore 12th Dec., Petroleum.—Mr. McBain.
Tai Lee, Ger. s.s., 1,206, Michelsen, 23rd Dec.—Delhi 10th Dec., and Hongay 20th, Coal.—Meyer & Co.
Tartar, Br. s.s., 4,425, Evans, 16th Dec.—Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.
Tingsang, Br. s.s., 1,041, King, 25th Dec.—Canton 24th Dec., Gen.—J. M. & Co.
Tjiljap, Dut. s.s., 2,478, Koon, 24th Dec.—Amoy 22nd Dec., Gen.—Holtz & Jacob & Co.
Tsinan, Ger. s.s., 1,002, Koch, 23rd Dec.—R. & S.
Undine, Norw. s.s., 1,017, Torbjornsen, 13th Dec.—Mojit 8th Dec., Coals.—Order.
Victoria, Am. s.s., 2,500, Truebridge, 13th Dec.—Tacoma 16th Nov., Gen.—I. & Co. Ltd.
Wirzburg, Ger. s.s., 3,246, Binzer, 15th Dec.—Singapore 8th Dec., Gen.—H. A. L.
Yochow, Br. s.s., 801, Brown, 26th Dec.—Canton 25th Dec., Gen.—B. & S.
Yonejama Maru, Jap. s.s., 1,919, Yamamoto, 23rd Dec.—Mojit 12th Dec., Coal.—D. & Co. Ltd.

SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.
Palgrave, Br. ship, 3,076, Coult, 20th Dec.—New York 19th May, Kerosine Oil.—S. O. Co.

Shipping Reports.

Str. Bjorn from Korotsu—Gale of N.W. heavy sea.
Str. Yuensung from Manila—Fresh N.E. breeze, moderate sea.

Str. Hailong from Swatow—Light winds, smooth sea, weather haze.
Str. Chingtu from Kobe—Moderate winds, and fine weather throughout.

Str. Devawongse from Bangkok—Stormy monsoon, heavy sea and swell.
Str. Hikosan Maru from Kuchinotzu—Fine, cloudy and rough following sea (N.E.).

Str. Pyrrhus from Singapore—Strong monsoon to the Paracels, fresh monsoon to port.
Str. Huitang from Java—Fine weather, moderate winds to strong N.E. gale, high sea.

Str. Gelic from San Francisco—Moderate winds and heavy N.W. swells across the Pacific; Yokohama to Manila, via ports, fresh to strong N.W. and N.E. gales with heavy seas; thence to port moderate to fresh N.E. winds and rough seas.

Ships Passed The Canal.

Outward—1st December—Glovin, Breizhuel, Palermo, Howick Hall. 4th December—Polynesien, Chardoun, Nestor, Awa Maru. 8th December—Carl Chenan, 12th December—Keenun, Palma. 14th December—Macduff, 16th December—Glenlyth, Shanghai, Sachsen, 18th December—Senca, Kintuck, Ernest Simons, Kamakura Maru, 22nd December—Antenor, Borneo, Sthonia, Kennebec, Gisel, Richmond Castle, Yaratolue. Homeward—16th December—Freiburg, 18th December—Tantulus, Saxonia. 22nd December—Hamburg. Arrivals at Home—1st December—Kentura, Agamemnon, Abyssinia, Yarra. 4th December—Jumetous, Suddeber, Room, Wakasa Maru, Bharat, Pakine, 12th December—Brigovilla, Sambia. 16th December—Australia, 18th December—Glenturret. 21st December—Java. 22nd December—Indradeo, Preussen, Kanagawa Maru.

Post Office.

A Mail will close for—
Canton—Per Fulsan, 29th Dec., 7.30 A.M.
Kudat and Sandakan—Per Borneo, 29th Dec., 8 A.M.
Haiphong—Per Hothio, 29th Dec., 9 A.M.
Swatow and Tamsui—Per Daijin Maru, 29th Dec., 9 A.M.
Manila—Per Rosetta Maru, 29th Dec., 10 A.M.
Kobe—Per Yonejama Maru, 29th Dec., 10 A.M.
Straits Colonies, and Bombay—Per Iltra-shina Maru, 29th Dec., 10 A.M.
Europe, &c., India, via Tuticorin—Per Salazie, 29th Dec., 11 A.M.
Mojit—Per Hikosan Maru, 29th Dec., 1 P.M.
Singapore and Penang—Per Nurnberg, 29th Dec., 2 P.M.
Shanghai—Per Kanni, 29th Dec., 3 P.M.
Shanghai, Mojit, Kobe, Yokohama, Victoria, B.C. and Seattle—Per Kaga Maru, 29th Dec., 3 P.M.
Canton—Per Pawan, 29th Dec., 5 P.M.
Canton—Per Hoonan, 30th Dec., 7.30 A.M.
Swatow, Amoy and Foochow—Per Hachine, 30th Dec., 10 A.M.
Mojit, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Victoria, 30th Dec., 11 A.M.
Straits and Calcutta—Per Namsang, 30th Dec., 1 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 30th Dec., 3 P.M.
Manila—Per Kaifong, 30th Dec., 3 P.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Yawata Maru, 30th Dec., 3 P.M.

VISITORS AT THE HOTELS.

KING EDWARD.
Aubert, H. Sands, Alan
Bussell, Mr. & Mrs. Semena, Mr. and Mrs. Hawley, Mr. and Mrs. E. A.
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Hawley, Mr. and Mrs. M. J. D.
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Bent, Mrs. Stanley and children
Brent, Mrs. Smith, Mr. and Mrs.
Crafter, R. H. Grant
Dann, G. H. Smith, Mr. E. Grant
Duff, J. S. Walker, Lieut. & Mrs.
Gaskell, Mr. and Mrs. and child
Harvey, Lieut. and Woodward, Mr. & Mrs.
Mrs. J. S. and children
Helms, W.

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Goudy, Mr. C. and 2 Roberts, Capt. W.
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Harrison, W. B. Shaffer, Thos.
Hudson, Mrs. Williams, Capt.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$665 s.
National Bank of China, Ltd.	\$ 1	3/4 = \$1.06 1/2 for 1901	\$31 b.
Do. Founders, Ltd.	\$ 50	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd.	\$ 100	31 per cent = \$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	16 1/2 = \$4 for year ended 30.4.1903	\$56
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1901	\$18, 220
Yangtze In. Association, Ltd.	\$ 60	20 = \$12 for 1901	\$135 s.
Canton In. Office, Ltd.	\$ 50	30 = \$15 per share for 1902	\$175 s.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$2 1/2 per share for 1901	\$310
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	5 1/2 for half-year ending 30.6.1903	\$31 1/2
Indo-China S. N. Co., Ltd.	\$ 10	5 1/2 = 10/- per share for 1902	\$76
China & Manila S.S. Co., Ltd.	\$ 50	10 1/2 = \$5 per share for 1900	\$18
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 s.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12 1/2 for year ending 30.6.1903	\$30 s.
"Shell" Transport & Trading Co., Ltd.	\$ 1	60 cts. = 30 1/4 for 1903	\$19
Taku Tug & Lighter Co., Ltd.	\$ 50	3rd Interim of 6d. for 1902	\$1 2/6 b.
Shanghai Tug & Lighter Co., Ltd.	\$ 50	Interim of 2 1/2 for 1903	\$15 3/8
Do. Preference	\$ 50	Interim of 4 1/2 = \$15.20	\$15 50 s.
Do. Preference	\$ 50	Interim of 3 1/2 = \$15.175	\$15 47 1/2 s.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$105 s.
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 s.
Perak Sugar Cultivation Co., Ltd.	\$ 50	5 1/2 = \$15.2 1/2 for year ending 30.9.1903	\$15 55
MINING.			
Panjin Mining Co., Ltd.	\$ 11	None	\$1
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£s. 10	No. 12 of 1/- per share 28.1.01	\$7
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	\$15 6 b.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 1/2 = \$6 for 1/2 year 30.6.03	\$208 b.
S. C. Farnham, Boyd & Co., Ltd.	\$ 100	Interim of Tls. 5 for 1/2-year ending 31.10.1903	\$118 s. & b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of 5 1/2 for 1903	\$97 s.
New Amoy Dock Co., Ltd.	\$ 67	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	\$ 100	Interim of Tls. 5 for 1903	\$15 215 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 1/2 = 30 cents per share for 1902	\$9 1/2 s.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$157 s.
Kloon Land Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 b.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$52 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2-year 1903	\$148
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 for year ending 30.6.03	\$28
Hotel des Colonies Co., Ltd. (Shanghai)	\$ 25	6 for year ending 31.3.03	\$15 13 1/2

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